

UAVs IN CONTROLLED AIRSPACE – THE SOUTH AFRICAN PERSPECTIVE

UAV 2002



KENTRON UAV SYSTEMS



Report Documentation Page			Form Approved OMB No. 0704-0188		
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE 02 SEP 2003		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE UAVs In Controlled Airspace The South African Perspective				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Kentron, South Africa				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES See also ADM001676, UAV 2002 Conference & Exhibition., The original document contains color images.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU	18. NUMBER OF PAGES 11	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

SCOPE

- **INTRODUCTION**
- **UAV AIR TRAFFIC MANAGEMENT FORUM**
- **SA AVIATION LEGISLATION CHANGE**
- **CURRENT UAV ATM REGULATIONS (CONCEPT)**
 - **CERTIFICATION**
 - **OPERATOR QUALIFICATIONS**
 - **AIRSPACE PRINCIPLES FOR UAVs**
 - **MALE/HALE OPERATIONS**
 - **CAA POLICY STATEMENT**



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SEEKER II



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INTRODUCTION

- **UAVs Operating in Controlled Airspace Since 1994.**
- **Debate: Military vs Civil Operations.**
- **Minimum Equipment Required to Operate in Controlled Airspace.**
- **Same ATM Procedures From 1994 – 2000.**
- **UAVs Restricted to IFR Levels, Not VFR Levels.**
- **Foreign Armed Forces UAV Training in South Africa
Created Paradigm Shift for CAA wrt UAVs in Controlled
Airspace.**



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UAV AIR TRAFFIC MANAGEMENT FORUM

- Requirement Identified by CAA to Review the Gap in UAV ATM Procedures.
- 2. ATNS requested to establish forum consisting of:
 - *South African Air Force.*
 - *Kentron UAV Systems.*
 - *Civil Aviation Authority.*
 - *Air Traffic and Navigation Services.*
- 3. Consensus to Amend Aviation Legislation to Include UAVs as Independent Aircraft Type – Finalised by 2003.
- 4. Utilise Inputs from UCARE Concept of Operations .



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SOUTH AFRICAN AVIATION LEGISLATION CHANGE

- 2001 Division of Airspace Sectors - Flexible Use of Airspace Concept.
- 3 Main FIRs in South Africa – Improved VHF Comms Network with Strategically Placed Repeaters Countrywide.
- All Airspace Requirements Managed by CAMU.
- CAA is Policy Maker, ATNS runs Airspace Management.
- Emphasis shifted from Military vs Civilian Operations to Manned vs Unmanned Operations.



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CONCEPT UAV ATM REGULATIONS

CERTIFICATION

- ***Establish Airworthiness Requirements***
- ***Approval of Navigation Systems and Other Equipment***
- ***Response/Reaction Times***
- ***Security of Payload/Control Links***
- ***Ground Station***
- ***Emergency Procedures***
- ***Failure/Termination Modes***
- ***Blackbox (Retrievable Downlink)***
- ***ATC Communication System and Functions***



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CONCEPT UAV ATM REGULATIONS

OPERATOR QUALIFICATIONS

- ***No Regulations Governing UAV Operator Qualifications***
- ***Crew Licensed and Appropriately Rated – Instrument Rating Endorsed “UAV”***
- ***CAR to Specify Required Levels of Training and Proficiency:***
 - ***Aeronautical Knowledge***
 - ***Knowledge of Flight Critical Systems of Specific UAV Type***
 - ***Manned Aircraft Pilot Qualifications***
 - ***UAV Flight Training Levels***
 - ***Flight Proficiency and Currency for UAVs***
 - ***ATM Knowledge***



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CONCEPT UAV ATM REGULATIONS

AIRSPACE PRINCIPLES FOR UAV OPERATIONS

- **UAVs to Meet Same or Better Safety Standard as Manned Aircraft**
- **UAV Operators to Act Within Existing Aviation Regulations**
- **Information on Airspace Regulations to be sought from the CAMU**
- **No Different ATM Procedures for UAVs**
- **All UAV Callsigns to include the word “UNMANNED”**
- **UAVs will Operate IFR under CLoS**
- ***“See and Avoid”* will be termed *“Sense and Avoid”***
- **Approved TCAS Systems for UAVs in the FIR and Controlled Airspace**
- **Collision Avoidance Rules Apply to all Flights under IFR with ATC Clearance and VFR**



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CONCEPT UAV ATM REGULATIONS

HALE/MALE UAV OPERATIONS

- ***South Africa has no Current Requirement***
- ***CAA and ATNS aware of Probable Operations in South African Airspace***
- ***ATM Based on Same Principle as for Tactical UAVs***
- ***Provision to be made in Aviation Legislation to Accommodate HALE/MALE Platforms***



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CONCEPT UAV ATM REGULATIONS

CAA POLICY STATEMENT

***UAVs WILL BE CONSIDERED AS MANNED
AIRCRAFT IN ALL OPERATIONAL ASPECTS***



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